

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENCES AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,814. 號四十四百八千五萬一第 日二初月二十年四十三緒光 HONGKONG, THURSDAY, DECEMBER 24th, 1908. 四拜禮 號四十二月二十年八零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 24th December, 1906. [29]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

At Manila, on the 23rd inst., suddenly, WALTER EDWARD HUNTER, aged 31, son of Mr. and Mrs. H. T. Hunter, Parkside, Kowloon.

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 24TH, 1906.

The people of China have just been observing the Winter Solstice—a festival which the English-speaking house-boy of Hongkong usually interprets as “the Chinese Christmas.” It is an interesting interpretation, and there is more in it than is probably dreamt of in the philosophy of the house-boy. The festival of the Nativity was not always celebrated by the Christian Church. During the first three centuries the Christians followed the ordinary methods of reckoning time which prevailed among those around them, and it was not till the fourth century that the church fixed upon the twenty-fifth day of December for the commemoration of the day of the Nativity. Different causes have been assigned for the choice of this date, and there are among the old writers who opine that the festivities connected with the celebration of Christmas were intended to make up for the Saturnalia, conformably to the practice which had been acted upon from an earlier period, of smoothing the way for the conversion of the heathen by presenting their idolatrous ceremonies under a new form. And one writer says “there is not wanting reason to suppose that from the Winter Solstice being observed as

the birthday of the sun, when that luminary, returning from the south, seemed to be restored to the world, the transition was suggested to the celebration of the birth of Him who is the light and life of the world.” So much, for the connection between the Chinese “Christmas” and our own. As to the pleasures we associate with the season, it will astonish many who are fond of mince pies, to know that it used to be regarded in England as a point of orthodoxy to partake of a mince pie because “this delectable dish was regarded with peculiar aversion by the Puritans.” All the favourite pastimes which we associate with the festival, such as music and dancing, dipping for nuts and apples, blind-man’s-buff, and all the rest, were also regarded with “the utmost horror” by the Puritans, “who cursed them with a curse that was at best fanatical.” It must therefore be a relief to all small boys and girls to know that the Puritans have ceased from troubling and that the plum pudding and the mince pie are in no danger of disappearing from the Christmas menu. Also that Father Christmas is still alive to pay his annual visit even to boys and girls in Hongkong and China coast ports. This has been described as an age child-worship—an age when the child is the centre of attention for many, if not indeed, all classes of the community, and has a place in public and private life unknown and undreamt of by parents and children of any fifty years ago. We can realise this at Christmas better than at any other time of the year for the windows of the shops speak eloquently enough of this sentiment of the age, as also of many other changed aspects of the observance of Christmas. Not only has none of the “old honour” of Christmas departed, but the development of rapid communications in the last half century or so have brought about the growth of customs which serve to make the festival more honoured than ever before. Take the Christmas Card as instance. How many millions of these cards are now sold every year? They must indeed run into many millions in the English-speaking countries alone. Yet it was not before 1862 that the first Christmas Card was issued by a London firm. The first cards bore pictures of robins, holly &c., and were very modest productions indeed compared with the highly artistic cards which are placed on the market in such enormous quantities to-day. The inventive genius of the age which has rendered the printing of these highly finished productions possible, which has cheapened postal communications, and made rapid travelling by railway possible, has through each and all of these means strengthened the old associations of Christmas, which is essentially a festival of the home, and is therefore likely to remain for ever as it was in the days of SHAKESPEARE, a time “so hallow’d and so gracious.”

Last night Ye Yuletide Quartette (male voices) were waiting upon residents at the Peak, the object they had in view being to obtain contributions towards the Cathedral Organ Fund and the National Children's Home, London.

Yesterday a burglary at the married military quarters just off Kennedy Road was reported to the police. The robber had gained admission to the house by breaking a pane of glass in a door and opening the door. He got off with \$50.

Mr. William Thompson, chief engineer of the Pacific Mail steamer *Asia*, died of dysentery while at sea on November 24th and was interred at Yokohama on the ship's arrival there on the 14th inst. The ship was disinfected soon after arrival in port.

Dr. Sven Hedin left Japan on the 13th inst. after making a pleasant stay of just a month in the country. The Emperor of Japan conferred upon him the First Class Order of Merit. Dr. Hedin intended to stay three days in Seoul and expected to be home by January 15th.

The Hon. Mr. H. C. Nicolle (formerly Government auditor of Hongkong) was still in hospital at Colombo a fortnight ago. The nature of his illness is enteric fever and the latest newspapers state that the patient's progress “is almost as satisfactory as can be expected.”

The Portuguese gunboat *Patric*, was at Colombo on the 7th inst bound for Macao. She is described as being about fifteen years old, and is lightly armed, the number of guns being ten four 4-in. guns and six 18-in. guns. Her dimensions are as follows:—Displacement 520 tons; length 163 feet; beam 27 feet; draught 8 feet. Her maximum speed is 15 knots per hour.

His Honour the Chief Justice yesterday delivered his reserved judgment in the original action in which S. J. David & Co. sued Chan Ut Chiu, late compradore of the firm, for losses incurred by them in their dealings with Chinese customers which, it was alleged, were guaranteed by the defendant, and in the counterclaim in which the latter for the return of \$55,000 security. His Honour found for the defendant with costs on the claim, and for his counterclaim. The full text of the decision appears in another column.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

HOLLAND'S NEW HOPE.

LONDON, December 23rd.
It is announced that Queen Wilhelmina is again en route.

HOLLAND AND VENEZUELA.

A SETTLEMENT PROBABLE.

LONDON, December 23rd.
A new Cabinet has been formed in Venezuela and President Castro's credit has been stopped. His supporters have been arrested and a settlement with Holland is probable.

[REUTERS' SERVICE.]

GERMANY IN THE FAR EAST.

LONDON, December 21st.
It is stated in St. Petersburg that Germany has decided to cease sending troops to the Far East by sea and has arranged with Russia to utilise the Siberian railway.

BRITISH TRADE MARKS IN JAPAN.

LONDON, December 21st.
In reply to a complaint from the Birmingham Chamber of Commerce concerning the piracy of trademarks in Japan, Sir Edward Grey said that the situation was largely due to the failure of foreigners to take proper action to secure their rights, and he recommended traders to appoint a common agent in Tokyo to watch their interests.

PROROGATION OF PARLIAMENT.

LONDON, December 21st.
Parliament is prorogued. The King's speech says that relations with Foreign Powers continue friendly. Several important agreements have been concluded tending to the consolidation of peace, and there is reason to hope that wise conciliatory counsels will prevail in the Balkans, and that an amicable settlement will be reached with the consent of the signatories of the Berlin Treaty. Commissioners have been appointed to attend an international opium conference in Shanghai to suggest measures for the gradual suppression of opium, with a view of assisting China to eradicate the opium trade with the Empire.

FIRE AT LAICHIKOK.

Early yesterday morning fire broke out in a workshop near the oil tanks at Laichikok and quickly spread to adjoining matchworks. The inflammable material rapidly burned and the conflagration was at its height when the Fire Brigade arrived under Mr. Orme. The fire was prevented from spreading further. The damage is not very considerable.

THE NEW TERRITORY TRAGEDY.

At the Magistrate's yesterday a Chinese named Lau Fung was placed in the dock charged with the murder of Jewar Singh, an Indian watchman, at Shatin and also with being in possession of an offensive weapon, a hammer, and further with being concerned with other persons not in custody in robbing deceased of \$250 and robbing another Indian of \$5 and a silver watch. Another charge against him was wounding the other Indian.

HIGH EDUCATION IN EUROPE.

According to the latest returns, says an exchange, higher education in Europe seems to be more upon the boom than ever, which may doubtless be gratefully attributed to the various forms of the modern University Extension movement which have of late years been so successfully adopted by the various nations, each after its own fashion. The University statistics for the year 1907 are given as under:—

Country.	No. of Universities.	Students.
Germany	21	49,000
France	16	32,000
Austria-Hungary	11	30,000
England	15	25,000
Italy	21	24,000
Russia	9	23,000
Spain	9	12,000
Switzerland	7	6,500
Belgium	4	5,000
Sweden	3	5,000
Roumania	2	5,000
Holland	5	4,000

The smaller countries—Greece, Norway, Portugal, Denmark, and Servia—have each one university. Thus it will be seen that, passing over the smaller countries altogether, there are established in the cause of higher education in Europe in all 23 universities having a yearly attendance of students numbering 220,500 in round figures.

A TRIP NORTH.

A HONGKONG GENTLEMAN'S IMPRESSIONS.

Since the momentous events of last month more than ordinary attention has been directed to Peking and the North of China and the impressions of such an acute observer as Mr. Lau Chin Pak, who has just returned from a trip in the North, will no doubt be read with interest, especially as they indicate that the rumoured unrest in that part of the country has not found expression. His conclusions are entirely different. He found the country peaceful, the people contented, and, though trade everywhere was bad, the outlook was not without hope. But it is perhaps better to give his own words:—

Yes, it certainly was an interesting trip. I passed through 105 towns and villages, and, of course, I saw a great deal of my fellow countrymen. Speaking generally, there can be no doubt that the introduction of railways has effected a great improvement in the country. The people have perhaps unconsciously undergone a change, but a change that is nevertheless apparent. They have grown accustomed to foreigners, they are not so shy of them as they once were. Of course, they have much to learn yet, but the enlightenment which has been effected is undoubtedly a tribute to the educational influence of the locomotive.

The line from Hankow to Peking passes through 73 stations. Candidly I was not impressed by the line. There is plenty of room for improvement in the direction of comforts for travellers. General supervision seems to be lacking, and things are left too much to the boys or caretakers of the different carriages. If you don't tip them sufficiently you cannot even get water. You are expected to pay a dollar or more for a pot of tea and a few melon seeds. The coolies who carry the luggage are also a nuisance: like those elsewhere they ask more than they are entitled to but as you are practically at their mercy you have to accede to their demands. On the Shanghai to Peking Railway and on the Tientsin to Peking railway the conditions are much better, both as regards service and comforts. Shanghai is, of course, the best. There you can get what you want, and you are not put to all sorts of inconveniences if you do not comply with extortionate demands. At Peking after you pay the coolie hire to the head men you are met with a request for an extra payment which, it is explained, is intended as a contribution to a certain hospital but whether it exists or not you have no means of knowing. The traveller is also subjected to most vexatious delays in the capital. I was detained fully two hours on account of the difficulties with coolies and also the strict search of the luggage made by the underlings.

Peking itself is perfectly calm, both in the commercial and political worlds; there being no such occurrences as were rumoured in the South. Everybody is in his old position and the Regent seems fair and reasonable. In matters of State he yields to Prince Ching on account of his seniority.

The management of the Tientsin-Peking railway has satisfactory results. The carriages are better than on the other railways, and the attention greater. There are also good comfortable waiting rooms. The Hankow Railway seems to be entirely under the control of the Chinese clerical staff. The country crossed by the line is flat, but the soil is rich and every bit of ground is under cultivation. The appearance of the people is not very bright but still they seem contented. The traffic on the Yangtze is tremendous. The boats are always full of passengers, and, no doubt, competition is very keen. As far as I could see perfect peace reigns throughout the country. Business is bad everywhere and Hongkong is no worse than the sister ports.

What impressed me with regard to Tientsin was that the Chinese part was quite Europeanised. The roads are well made well policed, and trams, carriages and rickshaws run everywhere. Houses in the European style are being rapidly run up, mostly for the Cantonese holding official positions or trading there. The shops owned by Chinese seem to be leaving the foreign settlement and grouping together in the Chinese city. There can be no doubt that Tientsin is progressive and that it will become an important trading centre. The British settlement is very large and appears to me to be the best kept of all.

In Peking you see well made roads, and what is more, you will see steam rollers constantly at work.

One feature of rural life which struck me was the variety of animals used in ploughing the fields. In one place I saw a donkey, a bullock and a horse harnessed to the one plough. In another place I saw a more primitive arrangement. A man and his wife were tilling the soil. The man dug a spade in the ground and the woman pulled it by means of the rope attached to the spade. In this way they laboriously turned up the soil.

Altogether my trip was most interesting and instructive. It gave me an opportunity of seeing what the Chinese are doing in the North and it showed beyond doubt that the state of the country is peaceful. Detectives are all over the place, looking out for suspicious characters. Chinese dressed in European clothing receive much attention from these men.

BANDMANN COMEDY COMPANY.

"Diana of Dobson's," with its social satire, was the attraction provided by the Bandmann comedy company last night. A good house enjoyed the production which was up to the high standard established this season. Miss Florence Hamer took the part of the enterprising Diana whose ambitions and a stroke of luck carried her into the society and the life which she wished, while Mr. Thomas Sydney earned applause as the successful business man, Sir James Grindlay, and Mr. Douglas Vigors did extremely well as the Hon. Victor Brotherton.

SUPREME COURT.

Wednesday, 23rd December.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

A COMPRADORE'S LIABILITY.

The Chief Justice delivered his reserved decision in the action in which S. J. David and Company, merchants, sued Chan Ut Chiu, a compradore formerly in their employ, for the recovery of \$648,816, the amount of damages due under agreement. Defendant counterclaimed for the return of his security \$55,000 alleging that he had fulfilled the terms of his contract.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, while defendant was represented by Sir Henry Berkeley, K.C., instructed by Mr. J. Scott (of Messrs. Ewins and Harton).

His Lordship said—Messrs. David & Co. are suing Chan Ut Chiu, the late compradore of the firm, for losses incurred by them in their dealings with Chinese customers which, it is alleged, were guaranteed by the defendant. Before coming to the real question involved in this case there are a few preliminary questions which must be disposed of.

It was argued that the liability of the defendant flowed from the nature of the arrangement between the parties, and that it was imported in the word "compradore" itself. As at present advised, I do not think this is possible. I think if my judgment in Chan Ki's case (which was referred to in support of the argument) is read as it was intended, it will be found that I carefully guarded myself from using words from which such an inference could be gathered. The utmost that the Court can assume to know is that the compradore guarantees Chinese customers; but what I said showed clearly that the extent of his suretyship must be derived from the documents in which the agreement is drawn up; and I must now add (subject to what I shall say presently on this point) as also the remedies agreed upon for enforcing the obligation of the security. But even had I gone further, I could not hold myself bound by what I may have said in a former case on a point which was not argued in that case, even though what I said was material, and not obiter. A good deal of stress was laid on the fact that there had been an admission of liability on the part of the defendant, in a declaration made by him in support of his petition to be adjudged bankrupt, on which petition the Court made no order. I laid down in Wong Ka Cheong's case that the utmost length to which the law goes in the way of holding a man bound by what he has asserted to be a fact when it is not a fact, is in the doctrine of estoppel; if it does not fall within that doctrine, that is to say, if no one has acted on the assertion to his prejudice, he may show that it is not a fact. In this case, believing himself to be liable for the losses incurred by the firm, he made the statement in the abortive bankruptcy proceedings. He has since been advised that he is not liable in law; is he to be debarred from asking the Court to determine the question of law? Surely not! But in truth the admission in this case was only insisted on with the object of making the defendant begin. I think there is no warrant for this contention; but as the case has developed itself it seems clear that there is essentially a legal question only involved, and so long as I can get at the true law which ought to decide the question I do not much care who begins. The admission has, however, a bearing on the case which I think it advisable to refer to, although it was not, I think, put forward in argument. Does not this admission show what was the real intention of the parties? I must confess that this question troubles me a little. Can I give judgment against what is the law? I assume, clear intention of the parties. I do not think that there is any rule of law, however, which requires a Court to enforce the intention of the parties, assuming it to be ascertainable *aliquid*, contrary to the meaning of the words as used in the agreement. The law requires the Court to seek the intention of the parties from the words they have to express that intention, and I think I am right in saying that, to take an extreme case, even if a man knew that certain liabilities were intended to be undertaken by him when he signed the agreement in question, yet if he finds that the agreement as signed does not impose that liability on him, he is not bound, there being, of course, no *malum fides* on his part.

These matters disposed of, it is clear that the action must rest on express agreement; and in order to prove this two documents were put in of even date, 30th January 1902. A mortgage of certain leasehold property by the defendant to Mr. A. J. David, whom for convenience I will describe as mortgagee on behalf of the firm David & Co., and an agreement between the defendant and the firm, by which an amount of \$55,000 was deposited by way of further security with regard to the mortgage, the form of it—one of the partners being the mortgagee and not the firm—I must confess seems to be peculiar in order, however, that no technicality should stand in the way of the determination of the actual rights of the parties I suggested that Mr. A. J. David should be added as plaintiff in the action. This seems to me to be at least advisable, as although the agreement is the document sued on, the mortgage lies at the bottom of the action by reason of the cross-references between the two documents. Now with regard to the method by which the agreement has been effected, I am bound to say that I cannot see the necessity for this complicated piece of conveyancing, for it seems to carry out what I will assume to be clear by what is very manifestly obscure, *Clarum per obscurum*. The plaintiff's case is that the compradore was to undertake certain obligations, and he was to give certain security by way of mortgage. There seems to be no very great difficulty in devising the necessary

form of deeds; an agreement setting out the obligations, and a mortgage in which the fulfilment of the obligations is made the condition of redemption. The additional security by way of cash deposit does not add much to the complexity of the matter. Instead of this, however, some of the terms of the arrangement between the compradore and the firm are embodied in the agreement, and some are made conditions of redemption, and the two documents are linked together by a series of cross-references. It would unduly complicate this judgment if I were to refer to any other term of the arrangement than the one with which this action is directly concerned. The mortgage, assigns certain property to the mortgagee with the following, among other, provisos for redemption:—

If the compradore shall on demand pay to the firm any deficiency in the price of goods sold by the firm in connection with contracts made by the firm with Chinese buyers whether such loss is incurred by breach of contract or otherwise.

If the compradore shall on demand pay certain other moneys in certain other eventualities which do not concern us in this action.

Then in these events but in these events only the mortgagee will re-assign the premises to the mortgagor.

There is a power of sale on giving one month's notice of the above demands; also a covenant by the mortgagor, in the event of the property depreciating in value, to pay the difference between \$45,000 and \$55,000, at which value the property mortgaged had apparently been assessed. There is no personal covenant to pay the deficiency above alluded to. But there is a reference to an agreement already prepared, to be signed immediately after the execution of the mortgage, which appears as part of the consideration for the mortgage, the other part being the compliance by the plaintiff firm with the request of the defendant to employ him as compradore. The agreement of even date recites the mortgage; and that in order to further provide the security the defendant had deposited the sum of \$55,000 to be held by the firm on the conditions appearing in the agreement. By this agreement the compradore is engaged for three years. Paragraph 8 is the important clause: it provides, in so far as it is material to the present action, as follows:—The \$55,000 is to be held by the firm as part security for the due payment of all moneys for the time being owing to the firm by the compradore under and by virtue of the recited mortgage or of the agreement, and all such moneys may be retained out of the \$55,000; but notwithstanding this the compradore shall be responsible for and make good to the firm all such moneys as aforesaid whether the same shall or shall not exceed in amount the value of proceeds of sale of the premises mortgaged by the recited mortgage and the said \$55,000. The words "all such moneys as aforesaid" mean all moneys due under the mortgage or the agreement. As I have said the mortgage contains no personal covenant to pay the amount of the losses incurred by the firm in their dealings with Chinese customers; and the question which somewhat perplexed me, and which I directed to be re-argued, is whether this stipulation in the agreement can be treated as of the same effect as, and as if it were in fact the personal covenant of the mortgage introduced into the agreement. It struck me and still strikes me as curious that this point was not taken originally and the case rested on it; but the case was put in the following way: this reference in the agreement to payment of money owing under the mortgage has this effect—that what is stated in the mortgage becomes evidence of the obligations which the defendant has taken upon himself as compradore; it prevents him from saying that he is not responsible for any matters which are not set out in the mortgage. He cannot contend that these things which are included in the redemption clause are not part of the duties or obligations. After hearing the argument I am disposed to think that the plaintiffs case cannot be put in any other than this ingenious way. On behalf of the defendant it was contended that, although the two documents were to be read together, yet the express references in the agreement to the mortgage cannot be ignored, and that these are really disjunctive and not conjunctive. And the result of this is that clause 8 of the agreement is no more than an agreement to be responsible for the moneys owing under the mortgage which brings us back to the point from which we started. This contention then takes this form; that the only way in which the moneys owing under a mortgage can be ascertained is by foreclosure; and as there is no covenant to pay the losses incurred by the firm, the remedy is limited to foreclosure, and there is no liability beyond the actual security taken. As it is important to emphasise the real issue raised by the defendant I will amplify this contention: it is not merely that as the action on the mortgage is on the agreement on a condition of the right of redemption, the proper form of the action is foreclosure instead of an action on the agreement. It is not merely that because the agreement says that the compradore agrees to pay what is for the time found owing under the mortgage, therefore the mortgage procedure is finding out what is due under the mortgage must be adopted. It goes much further: it is that this part of the agreement is practically useless as a clause importing of itself any precise obligation; that nothing can be found owing under the mortgage as there is no personal covenant, but that the result of it is to leave the remedies under the mortgage precisely as they are to be found in the mortgage: that is to say that if this condition for redemption is not complied with, the remedy and the only remedy is provided by the mortgage itself, which is foreclosure; and that therefore the remedy in the absence of express covenant to pay the actual amount of the losses is limited to the amount of the security taken. The cases and books show

no light on the question; the only passage I can find which helps in any way is the statement in Coote (page 9) that it is clear that a mortgage does not itself imply a covenant. But if this is so then it disposes of the idea that the conditions for redemption can be treated as covenants. I hesitate to say that this carries the whole way towards solving the difficulties in the present case; but it certainly goes a long way towards meeting the argument that what is stated in the mortgage becomes evidence of the obligations which the defendant has taken upon himself as mortgagor. If they are not covenants there cannot be evidence of covenants; but are nothing more than what they profess to be, conditions of redemption. The puzzle is to find out how they can by more references in the agreement to be liable for the money due under the mortgage become anything more than they are, even though these words are added, whether those money exceed in amount the value of the proceeds of the sale of the premises and the \$55,000 security of the agreement, as something due under the agreement. How can an agreement to pay what is owing under the mortgage become a real agreement to pay a definite sum when there is nothing owing under the mortgage? It seems to me that to call these conditions of redemption "evidence of the mortgagor's obligations" is to put them on a lower plane than is essential to support the action. The agreement refers to them as obligations, and these are not, and unless they are obligations they cannot be sued upon. Some stress was laid on clause 12 of the agreement, which provides that the entries in the firm's books are to be conclusive evidence against the mortgagor both of the fact of sales and of losses incurred thereunder. But this cannot turn the other clauses of the agreement into something which they are not. The clause does not create liability, but simply provides the machinery for ascertaining such liability as may exist. It would operate to determine the amount which would have to be paid as the condition for redemption. The text books deal entirely, so far as I can see, with mortgages to secure a loan; the talk is always about repayment of the principal sum, and they go so far as to say that "every mortgage implies a loan" which, it is clear, this mortgage does not. Then the other mortgage terms with which we are familiar are not very appropriate here: the mortgagor's right is foreclosure. He expressly declines to exercise it because the property has depreciated and he prefers to sue on the alleged agreement; though I am not sure what he thinks he can do with the mortgage, when and if he were to get his judgment in this action and did not satisfy it by execution. The mortgagee's right is redemption; but what is the value of the equity of redemption if the claim against him is far in excess of the value of the security? Again the personal covenant in mortgages for loans is said to be implied and the security collateral, but this is because there is in fact a loan, and the mortgage has been given as security for repayment. There is outside the ordinary mortgage the fact that a loan has been given. "Every mortgage implies a loan; every loan a debt; and, although there were no covenant or bond the personal estate of the borrower must remain liable to pay off the mortgage." (Coote page 10) which means obviously "the debt implied in the mortgage to secure the loan." Now, it is possible to draw any analogy between this doctrine and the mortgage given to guarantee the performance of a suretyship? It seems to me that it is here that the plaintiff might possibly succeed. It seems to me just possible that the case of *ex-Parte Bishop*, to which I referred in *Chua Ki's* case might carry the plaintiff through; but this was not argued and I cannot myself devise the argument if there is one. I can only express such opinion on the analogy as occurs to me. I should be bound to hold that every such agreement as the one before me implies the existence of a comrade; and that every comrade guarantees all his firm's losses with Chinese customers; and that therefore an action lies to recover these losses, that is, to enforce the suretyship outside the mortgage. So we come back to the point from which we started: I cannot at present assume without more that these are the duties of the comrade. I cannot at present say, otherwise than colloquially, that the comrade is surety for the firm's losses in their dealings with Chinese customers; that would be to beg the question in issue, which is whether he is surety; if so, what is the extent of the suretyship? What are the obligations he has undertaken? What are the remedies agreed to for enforcing these obligations? The comrade system is based upon express agreement, that is to say, agreements for undertaking liability have been entered into between a European firm and a Chinese intermediary between them and the Chinese customers, and this intermediary has come to be called a comrade. Test it this way—are all comrade liable for losses caused by dealings with Chinese customers known or unknown? I really don't know, and certainly cannot assume it. So the mortgage here does not determine the extent of the liability, and by the agreement the defendant simply covenants to pay the liability under the mortgage; therefore the liability is left in the air. If then, the agreement is ineffectual to charge the defendant with any actual or determined liability, and if there is no personal covenant in the mortgage, nor anything in the combined documents which can be construed into a personal covenant the only remedy which the plaintiff has is that which the mortgage gives him against the property which he has taken as security; and therefore the proceeds of the property become the limit of the comrade's liability. What is so extraordinary to my mind is that security being intended to be taken for the fulfilment of the obligations of the comrade, as surety of the Chinese customers, the liabilities which he is allowed to incur on the supposed basis of the suretyship far exceed the

amount of the security. It is just because of this assuming it to have been the intention of the parties—that the personal covenant should have been inserted; and it is because of this that this complicated question had to be argued. I have been compelled to express an opinion upon it with such materials as were laid before me, together with such light as my own researches among the authorities threw upon it. I cannot profess to be satisfied with the result, because I am uncertain whether I have got to the bottom of the matter, for the law of mortgages goes far back into the earliest decisions of the Courts, and it may be that I have overlooked some occult principle which would tell in the plaintiff's favour. All I can say is that in the event of the case going further I must invite the learned Counsel engaged to a more profound study of the early law than was possible before a Court of first instance. With regard to the case of *ex-Parte Bishop* to which I have referred, I must not be understood as expressing any opinion one way or the other as to its bearing on this case, nor have I formed any opinion. I do not think that I should be justified in directing a re-argument on the point. It can be taken on appeal if the plaintiff is so advised. With regard to the counter claim, it by no means follows from what I have said that the defendant is necessarily entitled to judgment on the counter claim. If the additional cash security of \$55,000 was so linked on with the security given by the mortgage that the conditions of the redemption of the mortgage were also the conditions for releasing the security, then the plaintiff could hold the \$55,000 until the losses resulting from dealings with Chinese customers were paid. But, although I have searched through both documents, I can find only a few sentences which point that way, but none which justify me in coming to that conclusion. Clause 11 of the agreement refers to the fulfilment of the obligations of the comrade, that is to say, the obligations of the mortgage and the agreement which only raises the same question as is raised in the plaintiff's case, and which I have already decided. Defendant must therefore have judgment with costs on claim and for his counter claim.

On the application of Mr. Pollock, his Lordship granted a stay of execution for three months to give the parties an opportunity of considering the matter.

CANTON.

[FROM OUR CORRESPONDENT.]

December, 23rd.

OPIUM PILLS.

The Wai-wu-pu has cabled to the Viceroy that a dispatch has been received from the British Minister in which it is stated that the British Consul at Canton has reported to him that there is a certain percentage of morphia in all the various kinds of pills sold in Canton for the curing of the opium smoking habit. The British Consul further said that upon inquiries made he found that most of the shops dealing in these pills have notices posted up announcing that their pills have already been analyzed by the Government Medical Bureau and that the authorities have sanctioned the sale. The Consul reports that he purchased six pills from each shop and had them forwarded to the Governor of Hongkong for analysis by the Government analyst. The result of the analysis proved that all the pills contained a certain percentage of morphia varying from grammes 1.37 to 1.7 grammes. The Governor of Hongkong has remarked that, if the Chinese Officials allowed the sale of such pills, it was but changing the method of consumption and not suppressing the use of opium. The Governor moreover said that he was already aware that pills of this description have been sanctioned by the Viceroy of Canton for sale in the market. The Wai-wu-pu desires to know what are the actual methods adopted by the Medical Bureau in Canton for analyzing these pills. According to the opium regulations, doctors must be specially appointed in each province for the purpose of analyzing these pills which must contain neither opium nor morphia. The opinion of the Wai-wu-pu is that the pills for curing opium smoking submitted by the dealers to the Government Medical Bureau for analysis are not the same as those generally sold by them. The Wai-wu-pu therefore suggests that the Viceroy should send detective officers to purchase pills from shops and have these analyzed by the Government Medical Bureau. They believe this to be the only method of getting at the truth. The cable adds that the Viceroy is aware that the suppression of opium smoking is a question which is uppermost in the mind of the Government; therefore it is the Viceroy's duty to see that stringent measures are adopted and strict inquiries made in the matter. Should any dealers fraudulently be selling or evading the regulations they should be severely punished. All officials holding high and important positions are requested to see that the opium regulations are carried out to the letter.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 23rd at 12.05 p.m.—The barometer has risen considerably over China and pressure is again high along the Yangtze valley.
The depression has probably reached E. Japan, but the Japanese returns for this morning are not yet to hand.
Strong moonsoon may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood N. winds, fresh; fair.
Formosa Channel N.E. winds, strong.
South coast of China between Hongkong and Lamooka Same as No. 1.
South coast of China between Hongkong and Hainan... N. winds, strong.

SHIPPING NOTES.

At the 68th ordinary general meeting of the Peninsular and Oriental Steam Navigation Company, convened for the 11th December, the Directors, after providing for the usual dividend at the rate of 5 per cent per annum on the preferred stock, were to recommend a dividend on the deferred stock of 6 1/2 per cent for the six months, and a bonus of 3 per cent making, with the interim dividend of 3 1/2 per cent paid in June, a distribution on the deferred stock of 13 per cent for the year, or a total distribution of 9 per cent on the paid up capital.

Agreements have recently been concluded between owners of the steamship lines taking cargo for Europe or for the United States via Suez to bring into force in Hongkong on and after 11th January next an arrangement for the measuring for cargo by a sworn measurer. With this end in view Captain B. Branch has been appointed official measurer for the lines running to Europe as well as the lines carrying cargo to the United States via Suez. Captain O. Mensing has been appointed official measurer at Canton for the steamers carrying cargo to the United States via Suez.

The direct service between Calcutta and Vladivostok which was inaugurated by the Imperial Volunteer Fleet at the commencement of the current season, a Calcutta paper says, has proved a complete success, and has offered many advantages to shippers of tea to the Russian market. The time occupied by the fleet's vessels from port to port is only some 16 days in all, and this in itself should be an inducement to shippers to utilise the new route; but the most important feature is the saving in double handling of cargo which by an alternative route would have to be transhipped at Colombo. The two vessels employed in this service by the Volunteer Fleet have taken away over 6 1/2 million lbs. of tea since the 25th of June last, the date on which the first steamer left the port; and this innovation has doubtless been keenly felt by opposing steamship companies who have hitherto enjoyed the patronage of shippers to the Russian market via the Far Eastern route.

We note in a London contemporary the following reference to the late Captain Duke of the Glen Line:—In the olden days the China tea trade was responsible for many a keen contest in sea speed, and large sums of money were frequently dependent on one gallant ship outstripping another. Nowadays most of the sentiment has gone out of the business, but there are not a few men, like Captain W. E. Duke, marine superintendent of the Glen Line, just deceased, who turned their business in tea clippers, and followed the trade down to the days when steam was first used to get the new season's teas to market. Captain Duke served his time in the well-known clippers *Red Jacket* and *Belled Will*, and he afterwards sailed in the clipper ship *Sir William Wallace*. Thirty years ago he joined the Glen Line, and was in command of some of its fastest steamships, racing hoists in the *Glenlogie* against another quick-steamer, the *Moyune*, belonging to a competitive firm. Fourteen years ago Captain Duke left the sea to become marine superintendent of the Glen Line. The office is one usually allotted to a retired commander, and Captain Duke filled it with knowledge, ability, and success.

More detailed news is now to hand respecting the Chinese junk *Whang-Ho*, which, in her time, has been a pirate ship, but is now going about the world on more peaceful business. She was purchased in 1906 by an American syndicate as an exhibition ship and she sailed from Shanghai to California in 85 days. Apparently she did so well as an exhibition ship that it was considered desirable to bring her round to the Eastern States. Although over a hundred years old, she left San Francisco with a view of rounding Cape Horn, which, in the circumstances, was a tolerably bold thing to attempt. Some time back the *Whang-Ho* put in at Tahiti, in the Society Islands, and eventually left there, with Galveston as her destination. Nothing more was heard of her until, when she was 100 days out from Tahiti, a message comes to hand that the junk has suddenly appeared at Thursday Island. Thirty guineas had been paid on her for re-insurance.

Australian Customs officials saw in the arrival of the *Wang Ho* an intention to defeat the Immigration Act by the surreptitious landing of a number of Chinese. But their suspicions were soon dissipated. They found her in charge of a white skipper and a white crew. The captain's wife and a daughter were also on board. The clumsy old craft had, it appeared, made an attempt to round Cape Horn, but had the misfortune to break her rudder. Whether she was driven towards the Australian coast, or whether, as is suggested, it was intended to take the junk back home to Shanghai, is not quite clear. Anyhow, according to last accounts, the junk and her crew were quite comfortable in Australian waters. Possibly the vessel may be taken into some Australian port for exhibition purposes, and, after repairs, make another attempt to reach Galveston. It is at least a tribute to the construction of this vessel that she should so far have moved in safety over some of the stormiest waters of the globe. It was said that she might ultimately be brought to London for exhibition purposes, but that expectation now seems a long way off realisation.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Takasaki Maru* (Bombay Line) left Moji on the 22nd inst., and is expected here on the 28th inst.
The Apsar str. *C. Apsar* from Calcutta left Singapore on the 22nd inst. p.m., and may be expected here on or about the 29th inst.
The P.M. str. *Monogolia* with the American Mail from San Francisco of 1st inst., in addition to the usual ports of call, will call at Manila and her arrival date in Hongkong will consequently be delayed until the 4th prox.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 29th.

SIR ROBERT HART.

Sir Robert Hart is again being honoured by his own countrymen. The "Old Boys" of Wesley College, who are proud to call him one of themselves, will entertain him to dinner at the Shelbourne Hotel, Dublin, next Thursday, with the Irish Master of the Rolls, the Rt. Hon. Richard E. Meredith, in the chair. Next day Sir Robert will distribute the prizes at the College and then he will proceed for a few days to his native town of Lisburn.

On the Saturday following the Dublin functions he will receive an address from the Lisburn Town Council and on a subsequent day he will attend the annual meeting of the Home Mission in the Seymour Street Methodist Church, where he worshipped as a boy and where his father was a respected member years ago. The men of Antrim are vastly proud of Sir Robert.

IMPERIAL DEATHS.

I fancy every paper in London tried to buttonhole Sir Robert on the tragic events in China. But though in his genial way he made few general observations as to customs and ceremonies incidental to such a circumstance he resolutely declined to comment on personalities prospective or retrospective, though apparently his optimism in regard to the future of the Chinese is undimmed by recent events.

At the Chinese Legation the Chinese flag floats at half mast according to the Western custom, and prominent people attached to Anglo-Chinese affairs have called to express their condolences. To others the Minister, Lord Li, has been inaccessible. The best informed men here, I find, are of opinion that under Prince Chun's regency the progressive movement will continue to develop as wisdom dictates. As for the papers, the diligent reader must be a maze as to the character of the late ruler and the temperament of the present Regent. According to the choice of the various writers are the adjectives ranged from the glowingly flattering to the unmitigatedly denunciatory. The Dowager was either a beneficent autocrat, a Queen Elizabeth, a Catherine the Great, or, if you preferred, she was a Machiavellian despot, as cruel as a tiger and as reactionary as all her Manchou training and natural abilities could make her. Truly the lack of knowledge lends wondrous aid to the imagination and the average writer on these subjects has been untrammelled by the limitations of hard facts.

THE MACAO BOUNDARY QUESTION.

Though a denial has been issued in Lisbon to the report that Cabinet has hurriedly ordered two cruisers and two gunboats to proceed to Macao because of forebodings of native troubles, under the incitement of Chinese officials, it is admitted that some naval relief are to be taken out. I am informed that there is real anxiety as to Far Eastern affairs in Portugal, for it is feared that the backwash of native unrest that has afflicted nearly every alien administration since the successes of the Japanese, will spread to Portuguese territory, and there is also an uneasy feeling that China is still nursing a grievance in that Portugal did not take a hand in the fight just now that entailed heavy expense, for her chest is empty and the most strenuous efforts of the young King Manuel who is trying manfully enough—and his Ministers can not make much impression on the indolence of the country.

THE LONDON POLICE.

Though we like to hear from the lips of foreigners how impressed they are by the way in which our constables move or stay the flood tide of London traffic with the motion of a mighty hand, we are getting a little apprehensive about the detective qualities of our force. Within a very few years there have been ten sensational murders, not counting smaller and less striking crimes, that have gone utterly unsolved. The latest was the murder of a woman in Bloomsbury, in which case the police appear to be as far from a solution as ever. In their defence they say that they have information that convinces them as to the guilt of individual duals in various cases but the evidence that would be accepted in a court of law as justifying a conviction is lacking. Outside London the situation is similar. The murderer of Mrs. Luard at Sevenoaks is still undiscovered, and nobody has been proved to be guilty of the Bournemouth Cliff murder, in which Mr. Granville Alabaster, the secretary of the China Association, shone in the defence which led to the acquittal of the arrested soldier.

THE STATE OF THE EXCHEQUER.

While the unemployment returns show that the past month brought a worse situation rather than a better one, and the percentage of unemployment is now 9.5 per cent, the worst for many years, the troubles of the Chancellor of the Exchequer are increasing, and I hear from a Liberal source that the feeling is in political circles that £20,000,000 will have to be found in fresh taxation. Of this there is likely to be a real deficit of £6,000,000, as between the estimated revenue and expenditures. Old Age Pensions will take £7,000,000, and the Navy and Education will swallow the rest.

How is this to be met? My informant suggested that £6,000,000 less will be paid into the Sinking Fund, taxation of ground values, a graduated income tax or a surtax on great wealth, and increased charges for liquor licenses (if the Lords throw out the Licensing Bill) being left to find the remainder. These are some of the "hen roosts" Mr. Lloyd George has an anxious eye on, and he is said to be confident that he will ride through his troubles unscathed. He is perhaps peculiarly suited to the task, for his temperament and mental outfit may be described as "artificial." But there will be great opposition from the Balfourian side of the House next March for a certainty, with the cries of confiscation and Socialism effectually hung at the heads of a harassed Government.

BRITISH FLEET IN THE PACIFIC.

The desire of Imperialists to have a large British fleet sent to Australia and the Pacific possessions generally next year, to show that Great Britain as well as the United States has a great navy, does not promise to be realised, for though the Government in reply to questions have given a sort of conditional promise to send some ships to the Pacific islands, Australia is not to be given a demonstration of British naval might. The attitude of the Government is that Australia knows the ships are there anyway, and the Government is aiding Australia to form her own naval force, which is not satisfactory to those who have been struck by the impression made by the American fleet in the Pacific.

THE OPIUM CONFERENCE.

The composition of the British delegation to the International Opium Congress at Shanghai is held to cover all the interests concerned, from those of the rabid opponents of the drug, like Mr. Robert Laidlaw, M.P., to Colonial representatives like Mr. Brunyate, for India, and Mr. Mackenzie King, the Canadian Deputy-Minister of Labour. Then there is Sir Cecil Clementi Smith with experience of Hongkong, the Straits, and Ceylon. I am informed that the Government has the greatest faith in the abilities of the last named, and there was no hesitation in selecting him to head the delegation.

Mr. Laidlaw, I fancy, will have to meet some little discussions if he goes about in Hongkong much. He says he will leave by the Siberian route on December 5 and will be accompanied by Miss Laidlaw who will act as his secretary. Sir Cecil C. Smith goes on the same date.

BUSINESS OF THE CONGRESS.

In case you have not before you the terms of the business of the Congress, I may add that the points are:—

1.—To devise means to limit the use of opium in the possessions of the respective countries (China, Japan, Great Britain, United States, France, Germany, Holland, and Portugal, will be represented).

2.—To ascertain the best means of suppressing the opium traffic, if such now exists, among the nationals of the Governments in the Far East.

3.—To be in a position so that when the Commission meets in Shanghai the representatives of the various Powers may be prepared to co-operate and to offer, jointly or severally, definite suggestions of measures which the respective governments may adopt, looking to the gradual suppression of opium cultivation, traffic and use within their Eastern possessions, thus assisting China in her purpose of eradicating the evil in the Empire.

To this end Mr. Mackenzie King, who has been studying the growth of the opium habit in Canada, and Dr. Wright of the United States, will, for instance, have reports from the Eastern side of the Pacific, showing the evil to be extending its area of operations. I hear that the Commission will last at least three months.

THE SITUATION IN CHINA.

Dr. Henry Fowler, whose medical mission is at Hiau Han, is home on leave and this week has been speaking in Birmingham on the situation in China. He thinks the crisis will be limited in its powers by the reactionary party around him, represented by fossilised minds, who will demand a return to the old state of things. Still, the Chinese people wanted to get in touch with Western things and there were many indications that China was turning her back on the past.

STRAITS DINNER.

The Earl of Crewe, Colonial Secretary, was the chief guest on Wednesday night at the annual dinner of the Association of the Straits Settlements and the Federated Malay States at the Whitehall Rooms. Mr. W. H. Shelford presided and said though the past year in Singapore was not a prosperous one the depression looked larger because it was compared with the prosperity to which they had been accustomed. What was required was development in banking and shipping channels, not in reckless gambling but in the direction of sound, commonsense commerce.

Mr. Hugh Fort in reply to the toast of prosperity to the Straits Settlements and Federated Malay States, regretted that the currency question had not been settled. In regard to the opium restrictions he urged that when the report of the Opium Commission was received the health of the opium smoker should be considered and the prevention of illicit sales of morphia and cocaine enforced by law. Otherwise there would be no improvement in the health of the poorer population.

Mr. A. H. Drew in proposing the health of the guests claimed distinction for the colony that it had no poor, no unemployed and above all no suffragettes, and said the Chinese immigrants who came as labourers and stayed in the Straits as traders were amongst the most respected and worthy citizens.

Lord Crewe associated the depression in Malaya with the wave of sickness that was afflicting the whole world, and said the condition of things had been brought about by the gambling more of people outside the area affected than by local gambling. Passing to local conditions he said that as regards the Straits dock expropriation by the Government, though that was a bargain which had been ratified by a previous Chancellor of the Exchequer, every effort would be made to utilise the knowledge

BABY IN AGONY FOR SIX MONTHS

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"My little son's eczema started when he was seven weeks old, his head, face, shoulders, neck, and arms suddenly becoming red and rough, just the way you see hands turn if one dabbles in water a great deal. A doctor saw it, and within a few hours said his best for six months, without avail. The child's condition went from bad to worse, crying nearly all the time and a pitiable sight. He was a pitiable sight, crying nearly all the time and a pitiable sight. He was a pitiable sight, crying nearly all the time and a pitiable sight."

torturing skin by rubbing and scratching. We were almost despairing, thinking it meant either death or lifelong suffering, but Cuticura Ointment was at last applied, and within a few hours Mrs. Cooper saw the afflicted parts becoming so much better. After three days' treatment it was quite apparent that a complete cure had been effected. In a week his skin was perfectly clear. Really, I should never have believed it if I had not seen it myself. This was two years ago, and my child has never had the slightest return of any skin irritation, and is now the perfect picture of health. I cannot too strongly express my gratitude for what the wonderful Cuticura has done for us. I am only too pleased to show the child to any one who calls to verify this marvellous cure. WILLIAM COOPER, 240, MURCHISON RD., LEYTON, LONDON, N.E., July 4, 1907.

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and experience of those on the spot, who were best acquainted with the local necessities of the case, be the bargain as good as it was suggested or the reverse. Bearing in mind the admirable part played in the government of the Federated Malay States by the native rulers he was heartily in accord with the sentiment that everything that made for closer union between those States and the Straits Settlements was for the advantage of both.

Complimentary references to the work of Sir John Anderson, Sir Frank Swettenham and Sir Cecil Clementi Smith, were made by Lord Crewe, who added in regard to the last named that "the Colonial Office is greatly indebted to him for the fact that he is once more taking the burden of the East by serving on the Opium Commission shortly to meet in Shanghai."

THE CHINA ASSOCIATION.

Sir Charles Dudgeon and Mr. C. Granville Alabaster were present at the Straits dinner representing, in their capacity of Chairman and Secretary respectively, the China Association. Other old China hands present were Sir Thomas Jackson, the former Chief Manager of the Hongkong and Shanghai Bank, Mr. William Keswick, M.P. (both looking wonderfully hale and hearty) and Rear-Admiral Sir J. R. Jellicoe, looking none the worse for his dangerous wound at the abortive attempt to relieve the Legations at Peking in 1900. It was pleasant to meet the son of an old friend like Sir Challenger Alabaster, who did so much at Canton and elsewhere in China to uphold British prestige in the country. It was also pleasant to hear from the Secretary that the London Branch of the China Association flourishes exceedingly, and I cannot help thinking the services of this rising young barrister.

The China Association is certainly a much more useful and active body than the Straits Settlements Association, which does next to no real work for the Southern Colony; but at least in one respect the Straits Settlement Association scores. This is in respect to the length and quality of the speeches delivered at the dinner. Not only was the toast list shorter, but the speeches, with one exception, were kept within reasonable bounds, and an opportunity was given to make the gathering what it ought to be—a reunion of old friends for the chance of awakening memories of old times when all were Far Eastern exiles.

ANTI-OPIUM CAMPAIGN.

There appears to be a likelihood of the anti-opium men here carrying on a good deal of agitation in the near future. Last night some thirty of them conferred with Mr. Laidlaw, prior to the departure of the latter to the Far East, and the hope was expressed that the opium traffic might be suppressed immediately in the Crown Colonies. To this end further questions are to be addressed shortly to the Ministers in the House of Commons, and a number of meetings in the country are to ventilate the subject.

Already the Rev. Arnold Foster of Hankow, speaking at Westminster in connection with a great Missionary campaign, has charged the British with opposing Chinese attempts to interfere with the importation of opium, and has declared that no sooner have China's best officials taken steps in the provinces to put an end to the evil so as to touch the pockets of European traders than they have found themselves pulled up on the ground that they were violating either the British Treaty of Nanking of 1842, or the French Treaty of Tientsin of 1858.

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[1686]

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Hongkong, 27th November, 1908. [81]

FROM MANY SOURCES.

All the world is interested in the Abruzzi romance, and a Paris contemporary has entertained its readers with the occupations of Miss Elkins. Nearly all her time is occupied in sending and receiving messages from the Duke and looking after her trousseau. The gem of the account is the announcement that there has been a difficulty in obtaining an Italian master for the young lady, consequently a superb gramophone has been procured, which grinds out in melodious tones the elements of Italian grammar and in this way Miss Elkins, we are told, is becoming acquainted with the accidence. Her mother, it is added, takes part in the lessons, but her progress in the language of Dante is less facile than her daughter's.

One of the oldest resident members of Cambridge University has passed away in the person of Mr. Andrew Graham, whose work as an astronomer is known throughout the world, and who laboured at the Cambridge Observatory for nearly forty years. His reputation as an observer began with the discovery of the asteroid Medea in 1848. After his appointment as first assistant at the University Observatory, he devoted the greater part of his time for a quarter of a century to the Cambridge Star Catalogue of 14,464 stars, which was published in 1897. He had reached the age of 95.

To the small band possessing the distinction of the Order of Merit—to whom belong Miss Florence Nightingale and Mr. George Meredith—Mr. Alfred Russel Wallace is now added. The veteran of science is now eighty-five years of age. He is a Monmouthshire man of Scottish descent. In his long career he has taken interest in many matters besides his first love of natural science, including such questions as land nationalisation and belief in the fatality of vaccination; and the list of publications under his name is lengthy.

College Echoes give interesting glimpses of life at St. Andrews just two centuries ago. Students paid nothing for their rooms, but £3 10s. per quarter enabled them to dine at the high table. For £5 11s. 1d. poorer men could get through the whole session—just six months. Breakfast was served at 7 a.m. and consisted of an oatmeal loaf and half a pint of beer. For supper each had half a twopenny loaf and a pint of beer. At the high table poultry broth and beef were served, and at the second a plentiful supply of broth and beef. Herring's and flounders sometimes graced the board. Beer there was in abundance, and the colleges in those good old days had their brewhouses, a perquisite of the porter, who was permitted to sell ale to the students.

In the Strand Magazine Mr. Harry Furniss tells a good story which he heard from a friend, the colonel of a Sikh regiment in India. The officers were much annoyed by some native hanging about their camp and "sniping" them with a rifle. The colonel sent for his orderly, a native soldier, and said he wanted a squad to go over the mountain that night and catch the miscreant who was annoying them. The orderly saluted, and begged to be allowed to act alone. Assuming his colonel said he would "catch" the culprit. The officer, admiring his pluck, agreed, and the next morning the soldier walked in with the head of the sniper. The officers were loud in their praise of the soldier's valour. "Oh, sir, I had no difficulty," he said. "You see, I know his ways. He was my father."

We have in these days some wonderful cases of burglary; but in 1303 was successfully carried out what Mr. Marks, in his new book "Tyburn Tree," says remains after six centuries "the greatest burglary on record." The amount was £100,000, equal to £2,000,000 in money of the present day, and it was taken from the King's Treasury at Westminster. Some monks were blamed, and remained to the Tower. The scoundrel of Westminster was condemned, but his sentence is unknown. Certain doors giving access to the Treasury were found later to have been covered with skin inside and outside. Sir Gilbert Scott submitted a piece to an eminent microscopist, who pronounced it to be human skin. Dean Stanley was of opinion that there was no period to which the fragments of skin could be so naturally referred as to that of the burglary.

The financial world is greatly amused at the news, which appears quite authentic, that Mr. James Stillman, one of the leaders of the Standard Oil Trust, controls the Outlook magazine (New York), of which the President will become editor on the expiration of his term of office. Thus Mr. Roosevelt will indirectly become an employee of the Trust, or so his enemies maintain.

"By 2008 electricity will have solved the problem of domestic work," Mr. John Hassall, the artist, declares. "The tides will supply us with electricity. Instead of having to work and wash and scrub, women will merely press an electric button. The result will be that women will give all their time to the cultivation of physique by means of games and athletics. A magnificent race of women will be the result. The women of six feet will, I incline to think, be not at all exceptional years time. Hands and feet will be proportionately larger, and the systematic exercise of the muscles will enlarge the waist."

BOER CALL TO BRITISH.

REQUEST FOR LARGER SOUTH AFRICAN GARRISONS.

Colonel Seely, M.P., Under-Secretary of State for the Colonies, made a remarkable announcement to the Manchester Reform Club bearing on the recent statements concerning the relations between British and Boers in the Colony.

"Now that this country has applied the solvent and free political institutions under the common flag," Colonel Seely said, "I can say without hesitation that we have got in South Africa complete reconciliation between the two great races."

"As a striking proof of the good feeling between the Dutch and English in South Africa, I will mention what has not previously been made known: that the most recent representations have been made to the British Government by the most influential and most trusted of the leaders of the Dutch people of South Africa in favour of the maintenance of the largest possible garrison of British soldiers in South Africa. (Cheers.)"

"That is a striking and remarkable fact! Seven years ago I was engaged with 15,000 Englishmen in trying to put General Buller in a corner. If an angel had then whispered in my ear that the men we were trying to kill would in so short a time be writing urgent letters to the British Government begging and imploring them to maintain in South Africa the largest force of British troops possible I would have looked upon it as a dream."

"But the fact remains that this has been done. The British Government has been able in some respects to meet the wishes of the responsible Government of South Africa. This is not only a tribute to the British Army, but it is a most striking proof that racialism is dead."

NEW SHIPS FOR THE BRITISH NAVY.

CONTRACTS PLACED.

In the 1908-9 Naval Estimates the proposal was made to lay down one battleship and one battleship cruiser, which were allotted to Portsmouth and Devonport, and in addition there were to be commenced six fast protected cruisers, sixteen torpedo boat destroyers, and a number of submarines, of which one cruiser and two submarines were to be built in the dockyards and the remainder by contract. The cruisers are to be of the second class, with a speed of 25 knots and 28,000 horse-power, and the contracts for four of these have been divided between Sir W. G. Armstrong, Whitworth, and Co., Elswick-on-Tyne; Vickers, Sons and Maxim, Barrow-in-Furness; the Fairfield Shipbuilding and Engineering Company, of Govan; and William Beardmore and Co., of Dalmeir-on-Clyde.

The firms mentioned will manufacture the turbine machinery for their respective cruisers, with the exception of the vessel to be laid down at Elswick, the machinery of which will be constructed by the Wallsend Shipway and Engineering Company (Limited), Wallsend-on-Tyne. It is understood that the quoting for these four cruisers was very close. The order for the fifth vessel has not yet been given out. For the construction of the sixteen torpedo-boat destroyers, which are to have a speed of 27 knots, and be arranged for burning coal instead of oil, tenders were some months ago invited by the Admiralty from the following fourteen firms: Messrs. J. S. White and Co., of Glasgow; J. I. Thornycroft and Co., of Woolston; William Beardmore and Co., of Glasgow; the London and Glasgow Engineering and Iron Shipbuilding Company, of Glasgow; John Brown and Company, of Clydebank; the Fairfield Shipbuilding and Engineering Company, of Govan; William Denny and Brothers, of Dumbarton; Cammell, Laird and Company, of Birkenhead; Palmer's Shipbuilding and Iron Company, of Farnworth-on-Tyne; Sir W. G. Armstrong, Whitworth and Company, Elswick; R. and W. Hawthorn, Leslie, and Company, of Newcastle-on-Tyne; William Barrow and Sons, of Sunderland; the Thames Shipbuilding and Iron Company, of Millwall; and Messrs. Yarrow and Company, of Scotstown. The last-mentioned firm refused to submit any tender.

Of these sixteen destroyers, an order for nine was equally divided between John Brown and Company, the Fairfield Shipbuilding and Engineering Company, and Cammell, Laird and Company, and at the same time an order for one destroyer was given to the Thames Shipbuilding Company. The remaining firms were subsequently asked to submit revised tenders. The orders for the remaining six torpedo-boat destroyers have been distributed thus: Messrs. J. S. White and Company (two), and one vessel to each of the following: Hawthorn, Leslie, and Company; J. I. Thornycroft and Company; William Beardmore and Company, and the London and Glasgow Engineering and Iron Shipbuilding Company, of Glasgow.

Of these last-mentioned tenders that of Messrs. White's was the lowest, and came that of the London and Glasgow Engineering and Shipbuilding Company, followed by Beardmore's and Thornycroft's, while that of Hawthorn, Leslie, and Company was the highest in amount accepted.

LIFE IN ANCIENT EGYPT.

New light has been thrown on the conditions of life in ancient Egypt by the discoveries of the Archaeological Survey in Nubia, which were referred to by Mr. F. A. Hilton, the president of the Egypt Exploration Fund, in his annual address to the members at Burlington House. In a length of two miles between the dam and the island of El Hessa, no fewer than eleven cemeteries had been found, dating from prehistoric times downwards. There were cemeteries of slaves and of criminals put to death by hanging. Most of the latter were about the neck, after the manner of prisoners led up for execution; others had been decapitated, whilst others again had fractured skulls, spear wounds in the back, and so on. There were also cemeteries of foreign Christian monks. Among these bodies occurred the only instance of gout known in Egypt. Another cemetery furnished an instance of appendicitis. Scattered amidst the graves of human bodies in one cemetery were found others containing dogs. One animal had ivory bracelets around its legs, several had twisted leather collars, and one a long leather lead attached. It was quite interesting to note that even in prehistoric times these ancient Egyptians kept pet dogs, the teeth of which, in many instances, were in very bad condition, being worn and much decayed, thus affording evidence that they had been domesticated and greatly pampered. Operations had been commenced by Professor Flinders Petrie on the immense site of Memphis, which were expected to yield most important results.

The financial report of the hon. treasurer, Mr. H. A. Grueher, stated that the committee had been able to wipe out all excess of previous years, and the funds would provide the greater part of coming outlay in excavations during next season at Abydos. The total receipts during the year from all sources had been £1,345.

CHURCH SERVICES.

At St. Andrew's Church, Kowloon, to-morrow (Christmas Day), Holy Communion will be administered at 8 a.m. and at the close of the Mid-day service. Morning Prayer and Evensong at 11 a.m. (attended, we trust, by the C. of E. Troops at Kowloon, as their Parade service.) The offertories at both services will be in aid of the Winter Relief work of the Church Army and the work of "Child rescue" known as "Dr. Barnardo's Home." Gifts of flowers, etc. for the decoration of the Church, and offers of personal help, will be welcome this morning between 10 a.m. and noon.

The orders by Major-General E. G. Broadwood, C.B., Commanding the Troops in South China, announce that Divine Service will be conducted on Christmas Day at the various barracks and churches. At the 8.30 a.m. Church of England Service at the Cathedral there will be a celebration of the Holy Communion, and the collections will be given to the local Hospitals.

For the convenience of Roman Catholics there will be services on Christmas Day at 7.45 a.m., 8.15 a.m., 8.35 a.m., and 9 a.m. Solemn mass at 10 a.m. On New Year's Day Divine Services for Roman Catholics will take place at St. Joseph's Church at 11 a.m. and at 9 a.m.

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NOTICES TO CONSIGNEES

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AND

THE CHINA MUTUAL STEAM NAV. CO., LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo ex THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION Co.'s Steamers are hereby notified that on and after 1st JANUARY, 1909, all Cargo ex these Steamers will be landed into HOLT'S WHARF, KOWLOON, which will be Open from that date to Receive and Store Cargo.

For Storage Rates and other particulars, Apply to

BUTTERFIELD & SWIRE,AGENTS: **THE OCEAN STEAMSHIP CO., LIMITED.**

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HOLT'S WHARF.

Hongkong, 15th December, 1908. [1664]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.**THE Steamship**

"DERFFLINGER," having arrived, Consignees, of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Dec., at 9.30 a.m. All Claims must reach us before the 23rd Dec., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 17th December, 1908. [5]

NOTICE TO CONSIGNEES.**THE P. & O. S. N. Co.'s Steamer**

"SUNDA" FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given the contrary within 5 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st December, 1908. [1]

S. S. TONKIN,

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Chiron" and "Matapan," from Havre ex s.s. "Chiron" and "Matapan," from Bordeaux ex s.s. "Cambrai" and "Vile d'Aras" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6 p.m., To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after TUESDAY the 29th Dec., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized. All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Agent.

Hongkong, 22nd December, 1908. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 29th Dec., 1908, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th Dec., 1908, will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELEH & Co.,** Agents.

Hongkong, 22nd December, 1908. [3]

SHIPPING.

ARRIVALS.
 ARRATON APCAR, British str., 2,531, A. Stewart, 23rd Dec.—Calcutta via Straits and Singapore 17th Dec. General—Davis, Sessoon & Co.
 CARNARVONSHIRE, British str., 4,219, F. Ingram, 23rd Dec.—London 4th Nov. and Singapore 16th Dec. General—Shewan, Tones & Co.
 OREONGHIO, British str., 23rd Dec.—Canton. DAIVA MARU, Jap. str., 1,735, K. Kabayashi, 23rd Dec.—Wakamatsu 18th Dec. Coal—Mitsui Bussan Kaisha.
 HAIYANG, British str., 1,362, A. E. Hodgins, 23rd Dec.—Coast ports 22nd December. General—Douglas LaPraik & Co.
 HALDIS, Norwegian str., 1,055, Solberg, 23rd Dec.—Chindiang 19th December. Rice—Hamburg America Line.
 HAKYANG, British str., 23rd Dec.—Canton. HOKKONGO, French str., 742, A. Cornelissen, 21st Dec.—Haiphong 15th and Hoihow 23rd Dec. General—A. R. Marty.
 KOONSHING, British str., 23rd Dec.—Canton. PROGRESS, Norwegian str., 1,671, P. Schjønning, 23rd Dec.—Karaita 15th Dec. Coal—Wallen & Co.
 TIPIANAS, Dutch str., 2,444, A. W. La Rooy, 23rd Dec.—Shanghai 18th and Amoy 22nd Dec. General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 23rd December.
 C. Diederichsen, German str., for Hoihow. Hanyang, British str., for Swatow. Hongkee, British str., for Amoy. Kohshang, German str., for Swatow. Koonshing, British str., for Shanghai. Quetta, German str., for Batavia. Shikoto Maru, Jap. str., for Takao. Solfador, Norwegian str., for Penang. Tzemachus, British str., for Saigon. Tungking, British str., for Shanghai. Yingshou, British str., for Shanghai.

DEPARTURES.

23rd December.
 HAMMUN, British str., for Swatow. KIKYANG, British str., for Amoy. KONTERRER, German str., for Haiphong. KUMANO MARU, Jap. str., for Japan. LUNSON, British str., for New York. NIKKO MARU, Jap. str., for Manila. SHAOHONG, British str., for Canton. SUNDA, British str., for Yokohama. TONKIN, French str., for Yokohama. WAKASA MARU, Jap. str., for Singapore. YUSHEU, Chinese str., for Shanghai.

SHIPPING REPORTS.

The British str. A. Apcar reports: Moderate monsoon, fine and clear weather.
 The British str. Carnarvonshire reports: Fine weather and light monsoon all the passage.

VESSELS IN DOCK.

December 23rd.
 ABERDEEN DOCK.—Phrygane.
 KOWLOON DOCK.—H.M.S. Virago, Prince Waldemar, Cheongshing, Tipianan, Triumph. COSMOPOLITAN DOCK.—Derwent.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM For Fiume and Trieste (Direct). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils to Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"E. FRANZ FERDINAND," Captain Nitsche, will be despatched as above on SATURDAY, 26th Dec., at Daylight. This Steamer has special accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Princes' Buildings, Hongkong, 23rd December, 1908. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "SIKH" On 25th Dec.
 FOR BOSTON AND NEW YORK.
 S.S. "MUNCASTER CASTLE" On 19th Jan., 09

For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 19th December, 1908. [129]

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "AREATON APCAR," Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 28th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 18th December, 1908. [1677]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

For NEW YORK AND BOSTON VIA SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	SIEMIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 30th inst.
LONDON & ANTWERP via SINGAPORE, &c.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	GLORIANA	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 6th Jan.
ROTTERDAM & HAMBURG via STRAITS, &c.	DEN OF OIL	Ger. str.	k.w.	v. Dührren	HAMBURG-AMERICA LINE	On 5th Jan.
HAVER & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 27th inst.
HAVER & HAMBURG via STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Porsbus	HAMBURG-AMERICA LINE	On 11th Jan.
HAVER & HAMBURG via STRAITS, &c.	C. FRED. LAMISE	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 25th Jan.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 28th Jan.
HAVER & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 22nd Febr.
HAVER & HAMBURG via STRAITS, &c.	ELIM	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 27th Febr.
HAVER & HAMBURG via STRAITS, &c.	SWIFT SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	Beginning of January.
HAVER & HAMBURG via STRAITS, &c.	MACEDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 5th Jan., at 1 P.M.
HAVER & HAMBURG via STRAITS, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIIPPON YUSEN KAISHA	On 20th inst., at D'light
HAVER & HAMBURG via STRAITS, &c.	FADO MARU	Jap. str.	—	Geo. Anderson	NIIPPON YUSEN KAISHA	On 8th Jan., at D'light
HAVER & HAMBURG via STRAITS, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIIPPON YUSEN KAISHA	On 20th Jan., at D'light
HAVER & HAMBURG via STRAITS, &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 30th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	PRINZES ALICE	Ger. str.	—	G. Holt	MELCHERS & Co.	On 10th March.
HAVER & HAMBURG via STRAITS, &c.	E. F. FERDINAND	Aus. str.	—	Nitsche	SANDER, WIELER & Co.	On 28th inst., at D'light
HAVER & HAMBURG via STRAITS, &c.	SIKH	Brit. str.	—	Williams	DODWELL & Co., Ltd.	On 5th Jan.
HAVER & HAMBURG via STRAITS, &c.	INDRAWADI	Brit. str.	—	—	DODWELL & Co., Ltd.	On 19th Jan.
HAVER & HAMBURG via STRAITS, &c.	MUNCASTER CASTLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Jan., at 7 A.M.
HAVER & HAMBURG via STRAITS, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
HAVER & HAMBURG via STRAITS, &c.	MONTERRER	Brit. str.	—	—	NIIPPON YUSEN KAISHA	On 5th Jan., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SHIKANO MARU	Jap. str.	—	K. Kawara	DODWELL & Co., Ltd.	On 14th Jan.
HAVER & HAMBURG via STRAITS, &c.	INTRIO	Brit. str.	—	J. Boyd	NIIPPON YUSEN KAISHA	On 29th Jan., at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	TAN O MARU	Jap. str.	—	Wm. Thompson	NIIPPON YUSEN KAISHA	To-day, at Noon.
HAVER & HAMBURG via STRAITS, &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	MELCHERS & Co.	On 31st inst., at 5 P.M.
HAVER & HAMBURG via STRAITS, &c.	NIKKO MARU	Jap. str.	—	R. Swain	NIIPPON YUSEN KAISHA	On 7th Jan., at Noon.
HAVER & HAMBURG via STRAITS, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Iske	NIIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
HAVER & HAMBURG via STRAITS, &c.	EMPIRE	Brit. str.	—	P. T. Holmes	NIIPPON YUSEN KAISHA	On 26th inst., at D'light
HAVER & HAMBURG via STRAITS, &c.	KUMANO MARU	Jap. str.	—	K. Hoffman	NIIPPON YUSEN KAISHA	On 4th Jan.
HAVER & HAMBURG via STRAITS, &c.	SANUKI MARU	Jap. str.	—	T. Yamawaki	NIIPPON YUSEN KAISHA	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	WAKAMIYA MARU	Jap. str.	—	H. Kops	NIIPPON YUSEN KAISHA	To-day, at Noon.
HAVER & HAMBURG via STRAITS, &c.	YAMATO	Jap. str.	—	—	NIIPPON YUSEN KAISHA	About 26th inst.
HAVER & HAMBURG via STRAITS, &c.	CHONGSHING	Brit. str.	—	O. L. Daniel	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	CHONGSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	FOOSHING	Brit. str.	—	A. Stewart	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	ARRATON APCAR	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	About 31st inst.
HAVER & HAMBURG via STRAITS, &c.	SHAORING	Brit. str.	1 m.	E. Malchow	P. & O. S. N. Co.	About 31st inst.
HAVER & HAMBURG via STRAITS, &c.	P. E. FRIEDRICH	Ger. str.	—	H. S. Bradshaw	MELCHERS & Co.	On 4th Jan., P.M.
HAVER & HAMBURG via STRAITS, &c.	YANZHA	Brit. str.	—	Henric	JARDINE, MATHESON & Co., Ltd.	On 11th Jan., at Noon.
HAVER & HAMBURG via STRAITS, &c.	STONBY	Fr. str.	—	—	MELCHERS & Co.	Middle of January.
HAVER & HAMBURG via STRAITS, &c.	FOOKHANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 3rd Jan.
HAVER & HAMBURG via STRAITS, &c.	YEDDO	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 17th Jan.
HAVER & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	SAVOSLA	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	On 27th inst., at D'light
HAVER & HAMBURG via STRAITS, &c.	TIPIANAS	Jap. str.	—	S. Atsumi	OSAKA SHOSSEN KAISHA	On 29th inst., at 3 A.M.
HAVER & HAMBURG via STRAITS, &c.	SHIBUTSU MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSSEN KAISHA	To-day, at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	DANIN MARU	Jap. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAVER & HAMBURG via STRAITS, &c.	SUNGRIANG	Brit. str.	1 m.	Hodgins	DOUGLAS LAFRAIK & Co.	To-day, at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	HAIYANG	Brit. str.	2 h.	H. A. Rade	DOUGLAS LAFRAIK & Co.	On 27th inst., at 10 A.M.
HAVER & HAMBURG via STRAITS, &c.	KWELIN	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 29th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	HAIMUN	Brit. str.	2 h.	J. R. Rosch	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	HAITAN	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	YUNSHANG	Brit. str.	—	R. W. Almond	SEAWAY, TOMES & Co.	On 29th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	RUBI	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
HAVER & HAMBURG via STRAITS, &c.	THAN	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 2nd Jan., at Noon.
HAVER & HAMBURG via STRAITS, &c.	LOONGSANG	Brit. str.	—	B. Rader	SEAWAY, TOMES & Co.	On 5th Jan., at 3 P.M.
HAVER & HAMBURG via STRAITS, &c.	ZAYRO	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	TAKING	Brit. str.	—	F. Semblit	MELCHERS & Co.	On 30th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	BORNEO	Brit. str.	—	A. Moeckel	NIIPPON YUSEN KAISHA	On 28th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	YAMASAKI MARU	Jap. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	TIPIANAS	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	Tuesday, 29th Dec., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wed., 30th Dec., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Thursday, 31st Dec., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Thursday, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st December, 1908.

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captain. Sailing Date.

INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Henric	On 4th Jan., P.M.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 18th Jan., P.M.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	On 19th Jan., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 57/10s. 20 hours Railway from Marseilles to London. Interports meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building, Hongkong, 22nd December, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN" 6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPRESS OF CHINA" 6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE" 6,165	TUESDAY, 2nd March	26th March 09
"EMPRESS OF INDIA" 6,000	SATURDAY, 13th March	2nd April 09
"EMPRESS OF JAPAN" 6,000	SATURDAY, 10th April	30th April 09
"EMPRESS OF CHINA" 6,000	SATURDAY, 1st May	22nd May 09

"EMPRESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10s. and 1st Class Railway, 240 " 42s.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, all cargo for France and India for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MARMORA" due in London on the 6th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to P. A. HEWETT, Superintendent.

Hongkong, 14th December, 1908. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENBARN," Captain Haughton, will be despatched as above on WEDNESDAY, the 6th January, 1909.

For Freight apply to McGREGOR BROS. & GOW.

Hongkong, 19th December, 1908. [1678]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Holmes, will be despatched as above on THURSDAY, the 7th Jan., at Noon, 1909.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st December, 1908. [1681]

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW

